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## INFORMATION REPORT

REPORT NO.

CD NO.

DATE DISTR.

NO OF PAGES

NO. OF ENCLS.

SUPPLEMENT TO  
REPORT NO

25X1A

25X1

COUNTRY

SUBJECT

PLACE  
ACQUIREDDATE OF  
INFO.

East Germany

Oderberg Shipyard

25X1A

January 1953

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1. In October 1952, the shipyard in Oderberg had a labor force of 600 workmen and employees, including 20 percent women. This personnel was scheduled to be increased to 900 workers and employees in 1953. Biermann (fnu) was manager of the shipyard and Wachtel (fnu) was managing engineer.
2. Ten cutters were to be built by the yard in 1952. Seven of them were completed in late October 1952. Twenty cutters were to be built in 1953 and another 50 cutters prior to 1955. Fifty percent of the production of the shipyard went as reparation deliveries to the U.S.S.R. The remainder of the production was for East German requirements. The construction of a cutter required 35,000 man-hours; the price for a fishing cutter was 300,000 eastmarks.
- 25X1 3. [redacted] the Oderberg Shipyard was scheduled to be expanded between 1953 and 1955 to increase its capacity. A total of 6,250,000 eastmarks was earmarked for the construction of workshops and other shipyard installations in 1953. The breakdown was as follows:

ItemDistribution of costs

New Workshop I	150,000 eastmarks
Heating installation in the new Shop I	50,000 eastmarks
New Shipbuilding Shop II	1,400,000 eastmarks
New wood-working shop	650,000 eastmarks
New main warehouse with rooms for welfare purposes	1,100,000 eastmarks
New administration building	650,000 eastmarks
Central heating	350,000 eastmarks
Porter's lodge and transformer station	30,000 eastmarks
Special buildings	220,000 eastmarks
Plant's accounts	1,650,000 eastmarks
Total	6,250,000 eastmarks

4. The shipyard had great difficulties in obtaining wood for cutters and in procuring the required number of marine engines. Shipyard workers were in a bad mood because of low wages, bad food and permanent control by the SSC.

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1. [ ] Comment. The Oderberg Shipyard was subordinate to the State Soviet Shipping on the Oder River, in Frankfurt/Oder, prior to the dissolution of the latter organization in late May 1952. [ ] The shipyard hitherto also repaired inland waterway barges in addition to constructing new cutters, and returned five barges after repairing them in October 1952.

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